Patent Claims:

1. A method for the indirect pressure loss detection on a motor vehicle wheel,
c h a r a c t e r i z e d in that the parameter(s) used for determining pressure loss is/are essentially derived from the wheel acceleration a_{wheel}.

2. The method as claimed in claim 1,
c h a r a c t e r i z e d in that wheel acceleration a_{wheel} is evaluated only if defined driving maneuvers or driving conditions prevail, in particular during straight travel.

3. The method as claimed in claim 2,
c h a r a c t e r i z e d in that the minimum Min_i and the maximum Max_i of the wheel acceleration a_{wheel} of each individual vehicle wheel is determined in a predetermined time interval T0.

4. The method as claimed in claim 3,
c h a r a c t e r i z e d in that a difference Sample_acc is produced from the minimum Min_i and the maximum Max_i of the wheel acceleration a_{wheel}.

5. The method as claimed in claim 4,
c h a r a c t e r i z e d in that a reference value Ref_DIFF is produced from the differences Sample_acc of the individual time intervals T0 over a time T1 stretching over several time intervals T0.

6. The method as claimed in claim 5,
c h a r a c t e r i z e d in that an alarm is triggered when the difference Sample_acc exceeds a first limit value THRESH 1.

7. The method as claimed in claim 6,
c h a r a c t e r i z e d in that the alarm is suppressed when at least one further difference Sample_acc of another vehicle wheel has exceeded a second limit value THRESH 2.

8. The method as claimed in claim 6,
c h a r a c t e r i z e d in that the alarm is suppressed when other mechanisms or methods provided in the vehicle have detected a situation, e.g. rough road sections, a non-uniform roadway coefficient of friction ('μ-split'), driving on snow and ice, influencing the evaluation of the wheel acceleration.

9. The method as claimed in claim 1,
c h a r a c t e r i z e d in that the evaluation of the wheel acceleration a_{wheel} is suppressed when other systems influencing the wheel acceleration a_{wheel}, such as an anti-lock system, traction control system, electronic stability system, etc., are active.

10. A computer program product,
c h a r a c t e r i z e d in that it defines an algorithm which comprises a method as claimed in at least one of claims 1 to 9.